L-100, pg. 2



November 12, 2001 American River Pump Station Project Draft EIS/EIR Comments Surface Water Resources, Inc. 2031 Howe Ave. Suite 110 Sacramento, CA 95825

To Whom It May Concern:

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

Α

My husband and I, residents of Cool, frequently use this trail to commute between Cool and Auburn. This trail is the only legal trail open to mountain bikers that connects the two towns. Riding on highway 49 is NOT an option. It is extremely dangerous, as it lacks a bike lane, has no shoulder, and has high traffic.

I realize that the cost of a bridge would be large. Another lower cost alternative to a bridge would be the construction of a new trail that goes from the dam Overlook to either hwy. 49 at the river, crosses the river at "no hands bridge" then continues up to Cool, linking up possibly to the Olmstead Loop trail.

I fully support the plan to restore the river back to its channel. This is something that should be done. However, there needs to be an alternate trail route made available to mountain bicyclists. Unlike the equestrians, runners, hikers, etc., who will still have access between Auburn and Cool by way of the Western States Trail and the "no hands bridge", mountain bicyclists will NOT have and optional trail route to take. Therefore, it is critical that a new trail alternative be made available to ALL user groups, including mountain bicylists.

I hope that mitigation for closing the existing trail would include all or partial funding for constructing a new trail. Additionally, I would hope that at the time the Auburn to Cool trail is closed, a new legal access trail be made available at that same time (even if it is only temporary, until a permanent trail could be constructed).

Sincerely,

Tanya Meeth P.O. Box 812 Cool, CA 95614

530-823-7448

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-101

Fax Transmittal Cover Sheet

To: - Surface Water Resources, Inc.

From: Egli Fax Number:

Date: Sat, Nov 10, 2001 • 9:21 AM Pages, including cover: 4

If there is difficulty with this transmission, please call: (530) 889-9048

Note:

Draft EIS/EIR Comments

American River Pump Station Project

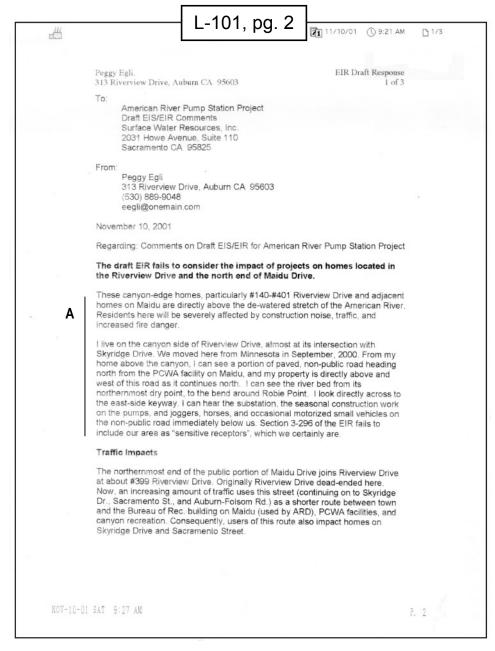
from: Peggy F

Peggy Egli 313 Riverview Drive

Auburn, CA 95603

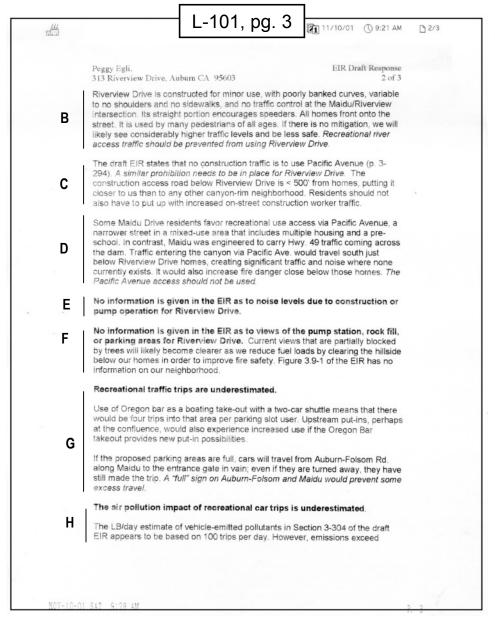
MOV-10-01 SAT 9:26 AM

P. 1

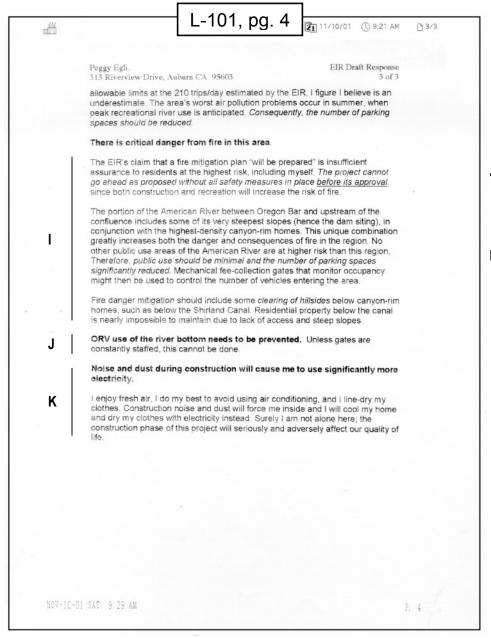


- A. Please refer to individual responses L-101.B through L-101.H.
- B. Please refer to Master Response 3.1.6, Public River Access Features.
- C. The construction access route for the Proposed Project as described in the Draft EIS/EIR avoids Riverview Drive. Additionally, the construction contractor specifications would include stipulations that require construction workers to only use the approved access route. This information is included in Chapter 3.0, Section 3.14.2.5, Environmental Protection and Mitigation Measures and in the Mitigation Plan (Appendix D). This change does not alter the impact conclusions presented in the Draft EIS/EIR.
- D. Please refer to Master Response 3.1.10, Project Access.
- E. The Draft EIS/EIR recognizes that the Proposed Project would result in potentially significant construction-related noise impacts upon residents within the City of Auburn and proposes environmental protection and mitigation measures, including noise monitoring and modification of construction activities, when necessary, to ensure compliance with the City of Auburn noise ordinance. The evaluation of noise impacts considers the anticipated noise level increase that might occur at the Ridgetop Homes because these were determined nearest to the project site; however, this evaluation does not dismiss the potential for impact at homes further from the site such as those along Riverview Drive. The proposed mitigation elements would benefit all residential areas affected by the project.

As described in the Draft EIS/EIR, the operational noise associated with the Proposed Project would be less than under current conditions (page 3-317) for all areas within hearing range of the project.



- F. Views selected for the visual analysis of the Proposed Project and alternatives were meant to be representative, rather than all-inclusive. Generally, the overall visual quality of the project site is expected to be enhanced due to careful architectural consideration of materials selected for construction of the pump station and related facilities, when compared to the seasonal pump station facility and above-ground transmission pipeline. Additionally, implementation of the river restoration component would be considered an improvement in overall visual quality, relative to existing or No Action/No Project Alternative conditions. The removal of fuel loads, and the potential impacts upon visual resources within the canyon are beyond the scope of this document and appropriately are under consideration as part of the Fire Management environmental review process.
- G. Please refer to Master Response 3.1.6, Public River Access Features.
- H. The lead agencies, in consultation with CDPR, have reduced the total number of parking spaces proposed at the site. Please refer to response L-3.C for an updated analysis of vehicle-related air quality emissions.



- I. Please refer to Master Response 3.1.9, Fire Management.
- J. Off-road vehicle use would not be permitted in the project area. The entrance booth would be staffed during all hours of operation and the gate would be closed and locked at all other times. Please refer to Master Response 3.1.6, Public River Access Features.
- K. While it is recognized that the construction of the American River Pump Station Project likely would create higher noise levels in the study area. these are expected to be minimized by the implementation of the extensive environmental protection measures incorporated into the Proposed Project as described in the Draft EIS/EIR (Section 2.3, page 2-31). Implementation of these measures would include limited hours for activities that generate high noise levels. Excessive dust levels would not be expected during construction due to the rocky nature of the ground at the project site. However, applicable dust control measures are included in the Mitigation Plan (Appendix C) and identified in Chapter 2.0, Description of Alternatives, Section 2.3, Environmental Protection and Mitigation Measures in the Final EIS/EIR. Additionally, mitigation includes on-going monitoring for effectiveness of emission control measures, inspections by local air pollution control district authorities, and a public outreach element that would permit the public to obtain information and provide input regarding project construction activities.

L-102 FAX MEMO November 9, 2001 To: American River Pump Station Project Draft EIS/EIR Comments Surface Water Resources, Inc. 2031 Howe Ave., Suite 10 Sacramento, CA 95825 From: Mary Abbott P.O. Box 6283 Auburn, CA 95604 (530) 346-7155 ph (530) 346-7177 fax RE: Draft EIS/EIR I spoke briefly at the public hearing held in Auburn last month. I am faxing to you now a copy of my written comments, which I just emailed a few minutes ago to Carol Brown at your office. (I was told was okay when I called your office at about 1:00 p.m. today.) I thought it best that I fax these as well, just to make sure you received them, complete with a signature. NOV- 9-01 FRI 4:08 PM

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Page 1 of 1

Mary Abbott

From: N

Mary Abbott <mabbott@wizwire.com>

To:

 frown@swri.net>

Sent: Friday, November 09, 2001 3:49 PM Subject: RE: American River Pump Station Project

I am writing in response to the Draft EIS/EIR for the American River Pump Station Project

Α

Overall. I believe this is a great project—increasing Placer County's water supply white improving safety and restoring a portion of river. However, it pits one recreation interest against another. While whitewater boeters will have a new section of river for run, hikers, bikers, runners and equestrians will lose access to miles and miles of trails. I would like to see the final EIS/EIR address this impact—the closure of the Aubum to Cool trail—more thoroughly. Presently, the document states that "Due to is popularly and use in special events, this closure would result in a significent unavoidable impact." My question is, whose conclusion is that this impact is "unavoidable" There are solutions. One would be the construction of a bridge to cross the river and keep the Aubum to Cool trail open. A new alternative should be developed to address this so-called "unavoidable" impact. Additionally, I believe there needs to be more study of the amount of recreational use of this trail. Though I cannot claim to have read the entire document cover to cover, I did not find any thorough study of this issue. On page 3-204, there is a statement. "The anticipated construction, operation, and maintenance impacts on recreation were assessed in part by consulting with Reclamation and COPR staff." These are knowledgeable professionals, still I believe there should have been more study and documentation of trail use.

The Aubum area is know nationwide—and even increasingly internationally—for the Western States 100 mile endurance run and equestrian Tevis Cup. Horsemen make a significant contribution to the local economy. Decreasing trail access from Aubum to Cool will have an economic impact. This too should be studied. Also, if the trail is closed, there will be more trailers driving from Aubum to Cool via Highway 49 to access Cool side trails. This will not make commuters and weekend motorists happy, as you would know if you have ever been stuck behind a gooseneck trailer on the uphili curves!

Re: the current preferred alternative. If new roadways and parking lots are to be constructed, please consider impact on equestrian trails. Please do not cover current trails with roadway. If trails must be covered, new dirt trails for equestrians should be constructed along side the roads. I am also wondering whether either of the two new parking areas (Auburn Site and Oregon Bar) will have spaces for horse trailers. I did not see such specifically mentioned in the Draft EIS/EIR. At least one of the new lots, I believe, should have horse trailer access for a minimum of six rigs. Currently, the trailhead at the Overlook is often packed with trailers on the weekend. If would be great to increase parking for horse trailers!

In summary, most important, I believe, is keeping the Aubum to Cool trail open. The plan to increase water supply while restoring the inversis excellent. The plan, however, stops short of doing the best it can for our area. There should be no need to trade off one form of recreations for another. Many people live in Aubum because they love the quality of life in this region-which includes great recreational apportunities. The current preferred plan would, overall, decrease these opportunities. Let's take the plan a step further and meet the needs of ALL current recreationists, and not trade off one for another.

Thank you for considering my comments.

Mary Abbott

(Equestrian—who also hikes, runs, rides a mountain bike, and is a former professional raft guide!) P.O. Box 6283

Auburn, CA 95604

11/9/01

MOV- 9-01 FRI 4:08 PM

Ρ,

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.